

December 2, 2010

MINUTES OF A REGULAR MEETING  
OF THE HELICOPTER COMMITTEE

1. **CALL TO ORDER**

The Helicopter Committee convened in a regular session on Thursday, December 2, 2010 at 3:30pm in the General Aviation Center meeting room.

2. **ROLL CALL**

Present: Carey, Hamilton, Root, Polcari, Elmore, Donnellan

Absent: Arteaga, Jones

Also Present: Facility Operations Manager Megerdichian, Deputy Community Development Director Cessna, FAA Supervisor Mathew Snodgrass. Mr. Snodgrass substituted for absent committee member Arteaga.

Committee members Arteaga and Jones granted excused absences.

3. **FLAG SALUTE**

Committee member Polcari led the pledge of allegiance.

4. **AFFIDAVIT OF AGENDA POSTING**

Facility Operations Manager Megerdichian verified the posting of the agenda for this meeting. Committee member Elmore moved to approve the posting of the agenda. A voice vote reflected unanimous approval.

5. **APPROVAL OF MINUTES**

The minutes of the helicopter committee meeting held on November 4 and November 17, 2010 were not available to approve.

6. **ACTION ITEMS**

6A. **ANALYZE ARRIVAL AND DEPARTURE ROUTES OF HELICOPTER  
LETTER OF AGREEMENT**

Facility Operations Manager Megerdichian opened the discussion identifying the items for discussion. He suggested the modifications to the South

East Route and South Crenshaw route should be heard first, followed by discussion of helicopter track data and altitude considerations by the operators.

Cliff Dawes, a Rolling Hills Estates resident, began the discussion by identifying the current South East Route. He then presented his proposal to modify the existing route. He stated the current route is vague and flies over residential areas. He suggested changing the route to use the reservoir and quarry as landmarks to avoid the residential areas.

Committee member Hamilton stated Robinson Helicopter flies a similar pattern on the south east route similar to that described by Mr. Dawes.

Committee member Root questioned how high helicopter operators would be able to get to along the route once out of fixed wing traffic. Committee member Hamilton stated 1,400 feet at 1.3 miles, or 900 ft per minute.

Facility Operations Manager Megerdichian asked the committee whether the proposed changes by Mr. Dawes were acceptable.

Discussion ensued regarding the publishing of materials and maps, and how the City would make available the new maps and charts. It was also clarified what would be on the helicopter charts vs. what the City can produce, which would have more detail. Committee member Carey stated that once published, maps could be presented to the FAAST meeting, different airports, FBO's, etc.

Committee member Root questioned the number of flights that use the south east route. Committee member Elmore stated that a formal request for information would have to be submitted to the FAA for that data. It was then questioned whether Robinson Helicopter could provide such data, but Committee member Hamilton stated that he was not sure if Robinson could provide accurate data.

Discussion continued on the specifics of the altered proposed route, with the Committee agreeing to the proposed changes in concept, but specific details would be brought to the next meeting for approval. Elmore made motion

Discussion then moved on to the request by the City of RPV to eliminate the south Crenshaw route.

Dennis Mclean, Director of Finance and Technology, spoke to the request. He outlined the reasons which RPV would like to eliminate the route. In request letter to the Committee, stated the route flies over residences and landslide area, potential fire danger. Request based on safety and noise.

Committee member Carey stated that if that route does not exist, overfly could occur along the entire peninsula. Inbound, it is good route, but outbound is tougher for helicopters to fly.

Committee member Hamilton stated Robinson Helicopter uses the route very often for inbound.

Mr. Mclean stated that he receives noise complaints on this route, and outlined the area which he receives the most complaints. The area was outlined on the overhead map.

After looking at the current route, and the areas affected by noise along the peninsula, the committee agreed to modify the route by extending the route to the shoreline over vacant land areas.

The committee agreed to the route extension in concept and agreed to bring back details for approval at the next meeting.

Discussion continued regarding altitude considerations, and how high helicopters can safely fly on existing routes? Helicopter operators agreed to bring back climb performance info and investigate further.

Statements were made by the Committee on the importance of high altitude transition routes.

Facility Operations Manager Megerdichian outlined the agenda for the next meeting. It would include discussion of the South east route, south Crenshaw routes, climb performance info and north routes. Committee agreed on agenda.

## **7. ORAL COMMUNICATIONS**

James Casey, 221 Camino de las Colinas, reiterated that the committee started regarding helicopter noise, and that altitude is the main factor. He stated he liked the idea of flying once around the airport to gain altitude similar to Santa Monica Airport. He is opposed to removal of Crenshaw route and would like a "no turning before coastline" sign at airport. He then asked at what point does the City declare that houses are under a flight path.

Jim Gates, 142 Via Pasqual, stated that real estate law requires notice, and it is listed in the natural hazard report when purchasing a house. However, LA county shows influence is only within airport boundaries. Maps done in 1990, and State has no money to update them.

Mike Short, Bindewald road, make sure we build on procedures for residents to report aircraft not adhering to routes and altitudes decided by committee.

John Bailey, SETHA, stated that the west PCH route most heavily used, and asked if it was possible to set up PCH as departure route only? He suggested that helicopters returning to Torrance Airport would come back on Artesia and north routes. The Committee answered by stating that those routes would cross all fixed wing traffic. He then requested that the City bring forward what it thinks is a reasonable noise level for helicopters.

## **8. ADJOURNMENT**

Facility Operations Manager Megerdichian moved to adjourn to December 14<sup>th</sup> at 3pm. A voice vote reflected unanimous approval.